

impact area of about the same magnitude. The proposed project is not anticipated to increase the level or extent of upstream flood potential.

## **VIII. COORDINATION & AGENCY COMMENTS**

NCDOT has sought input from the following agencies as a part of the project development: U.S. Army Corps of Engineers, NC Department of Natural Resources, U.S. Fish & Wildlife Service, N.C Wildlife Resource Commission, Tennessee Valley Authority, N.C. Division of Parks & Recreation, North Carolina State Historic Preservation Office, and Transylvania County Planning Department.

The **N.C. Wildlife Resource Commission** and **U.S. Fish & Wildlife Service** in standardized letters provided a request that they prefer any replacement structure to be a spanning structure.

**Response:** The existing single span structure will be replaced with a single box culvert. The culvert will be buried below the streambed and will be designed with alternating sills and low flow channel with floodplain benches at the entrance and outlet of the culvert to maintain normal channel flow. The culvert will be designed such that the slope, low flow velocities and low flow channel designs are consistent with the existing stream. Because culverts generally cost less, require less maintenance throughout their service life and last longer than bridges, a culvert is the preferred structure type.

## **IX. PUBLIC INVOLVEMENT**

A letter was sent by the Location & Surveys Unit to all property owners affected directly by this project. Property owners were invited to comment. No comments have been received to date.

A Citizen's Informational Workshop was held on July 12, 2011 so NCDOT could propose a replace in-place alternative which maintained traffic using a temporary onsite detour to the south of the existing bridge (alternate 1). Comments received during the workshop were concentrated on a curve located just east of the existing bridge where numerous accidents and fatalities have occurred. Further coordination with Burlingame Golf Course; property owners where the temporary detour structure was to be located, identified the fact that the use of their property as proposed would render one hole of the eighteen hole golf course completely unusable during the construction period. NCDOT elected to study an additional alternative.

There is not substantial controversy on social, economic, or environmental grounds concerning the project.

## **X. CONCLUSION**

On the basis of the above discussion, it is concluded that no substantial adverse environmental impacts will result from implementation of the project. The project is therefore considered to be a federal "Categorical Exclusion" due to its limited scope and lack of substantial environmental consequences.